

20 is plenty for Manchester roads



City Council officers are to examine the feasibility of installing a city-wide 20mph limit on residential roads, excluding major routes.

It's hoped that as evidence suggests, lower vehicle speeds will help reduce casualties. In 2010 there were 166 killed or seriously injured (KSI) casualties on Manchester roads including 27 child KSI casualties. Total road casualties were 1,962.

Potential benefits include higher quality of life, stronger communities, and encouragement of healthier, greener travel such as by walking and cycling and boosting the economy.

The council acknowledges that a city-wide scheme would have greater impact and be

better value-for-money than a series of local schemes. Reducing speed on main roads would be beneficial, particularly for accidents involving cars and cyclists.

The officers' report will be considered by the Executive which will also investigate potential funding mechanisms to implement the new limits on class C and U roads subject to public consultation. They will also commission further analysis of speed and accident data to inform their selection of roads.

This move by Manchester City Council is thanks in large part to the hard work of the Total 20 campaign founded by Rod King in Warrington www.20splentyforus.org.uk/ who advocate a total 20 approach.

Children to cycle more safely under new Bill

John Leech, M.P. for Withington promotes a Bill for Road Safety

"Road Safety No.3 aims to improve road safety through a variety of means and I am hoping that you will lend your support to the campaign in order to see it passed as law in the UK."

"The final part of the Bill is heavily influenced by the great work of Sustrans and Living Streets and aims to promote the safe passage of children

travelling to and from their school by walking, cycling and the use of public transport"

The bill requests that:

"leave be given to bring in a Bill to require drivers to undertake an eye test when renewing a driving licence; to make provision to reduce the permitted blood alcohol level for drivers from 80mg of blood to 50mg; to make the turning back of a vehicle mileometer except in specified circumstances a criminal offence; to promote safe walking, cycling and use of public transport by children to and from school; and for connected purposes."

MP John Leech says "As things stand, I believe that more can be done to provide children with safe routes to and from school while simultaneously encouraging more children to use them for their daily commute. In turn this would reduce the number of cars on British roads which would therefore make them safer."

The Bill passed its first reading on Tues 21st Feb and is up for its second reading Fri 22nd April. John Leech will be posting regular updates about the bill on his blog www.johnleechmp.wordpress.com. All messages of support and congratulations should be sent to LEECHJ@parliament.uk

Persistence pays off on parking

GMCC activist Ted Lawson reports his success in lobbying his own workplace over cycle parking facilities

"After three and a half years of badgering, my employer has finally installed a secure bike shelter on their Broadheath site."

"The facilities managers don't cycle so I sent them GMCC's document 'Crap Cycle Parking In Trafford' as written by activist Steve Bowater - and they seem to have read it because the new cycle shelter ticks all the relevant boxes." It is located close to the front

entrance in full view of offices and CCTV cameras and has:

- 6 Sheffield stands (space for 12 bikes)
- lockable steel gates that open to give easy access to all the bikes
- a perspex roof and walls to provide protection from the prevailing weather

"I think that any employer who provides parking space for cars should be required by law to install something at least as good as this."

Download Steve's report at cyclemanchester.org.uk/main/wp-content/uploads/2011/01/useless-cycle-parking-trafford.pdf (large file 3mb)

To share your campaigning success story with



Top: before Ted's campaign. Below: after

Things ain't what they used to be

Riding through the time of the car By Dave Barker

GMCC activist and long-time club cyclist Dave Barker reflects on attitudes to cycling during its hey-day in the 1950s, beginning with a look at attitudes to car driving.

Attitudes to car use

The motoring culture of the 50s was the product of widely shared experiences in which journey distances, by present standards, were short, acceptable speeds were very low. There were so many things and people that 'got in your way' that it made no sense to single out one group (eg cyclists) for particular blame. Most drivers were or had been cyclists.

My Dad never drove faster than 40mph and he was not an exceptionally slow driver by the standards of the day. Since there were fewer cars, journeys ought to have been largely unaffected by traffic, yet 40mph progress on open roads was often punctuated by long snarl-ups.

Cycling in the 1950s

A club cyclist would get to know the local lanes like the back of his hand. These were where you sampled the real delights of cycling, and this knowledge distinguished you from the lower breeds like motorists who couldn't read maps.

At the same time you used the main roads: to get to the area where you wanted to go; to train; to clock up big distances and to link up lanes. Cycle commuting was done on main roads.

Paradigm shift

By the 90s things were very different. The change was gradual and insidious, but I would say the late 70s and 80s were decisive. I noticed a stark contrast in 1993 when I tried to replicate what I had done in 1965 (Oxford to Birkenhead with an Esso map): while the 1965 experience was wholly positive, 1993 was not one I want to repeat.

Another obvious feature of cycling culture in the last 20 years has been its growing heterogeneity, with, for instance, mountain biking, triathlons, sportives, orienteering-type events and family cycling on the NCN/Sustrans network.

I view the possible re-emergence of mass cycling with equanimity and enthusiasm. Our cycling cultures are the product of an interaction between historical changes, forces over which we have had little or no control and the adaptations we have made to cope.

Compared with what we have been through since the 50s, coping with mass cycling will, in all probability, be a breeze.

This is an abridged version of Dave Barker's article 'Cycling cultures, cycling politics: riding through the



Photo: Dave Barker on the Galibier, 2003, by John Pardoe. Dave Barker is 68; he was lucky to have a bike-riding Dad who guided him into club cycling on Merseyside when he was 15. He got involved in most aspects of the sport and was an above-average time-triallister. He is actively involved in cycle campaigning.

D-locks and potholes A Dane cycles in Manchester



Anne Berg on her bike in Manchester

In Copenhagen, you and most of your friends ride bikes on cycle paths that make cycling easy, protected by strict liability laws that make drivers take care of other road users. Here Anne Berg, a Danish graduate student shares some of her impressions of cycling in Manchester.

"You know, the cyclists here look very strange with their helmets, hi viz and cycling clothing. Your roads are in very bad condition. Also, lots of cars and drivers do not know what to do when they see a cyclist. Often they don't see you."

"I don't have any really bad stories except for the bus on Oxford Road." (Anne was almost crushed when a bus pulled left while passing her. Familiar?) "Bikes in bus lanes seems an odd solution: the smallest with the biggest. Sharing paths with pedestrians doesn't work....shared paths make people think it is ok to ride on pavements."

"What I like about cycling here is you don't have to worry about the other bikes. At certain places outside rush hour I feel more relaxed riding in Manchester."

"The main difference between Manchester and Copenhagen seems to centre on the sheer

number of cyclists in Denmark, who 'feel they have a right to be there'. I'd say they own the street. Drivers in Copenhagen are very aware of bikes. Cyclists travel at high speed and are good at telling drivers when they are doing something wrong. There are so many bikes, you ride as part of a group.... a cyclist in a hurry can pass very close, which can be stressful."

"It's not a hassle riding in Manchester.... but...locking when I have to use two locks. It's ironic that bike theft is a problem when there's so little cycling."

Bringing the Alexander Technique to cycling

By Sue Fleming, Alexander Technique Teacher and Ursula Harries, Cycling Instructor



The Alexander Technique is a physical technique to improve posture, one objective being to relieve chronic stiffness, tension and stress. Sue and Ursula talk about the practical workshops they're running to bring the Alexander Technique into Cycling.

Cycle training abounds in Manchester, mostly with the emphasis on giving people the skills to use the technology and deal with road conditions. In our workshops we also focus on 'use', which means we look at the interplay between rider and machine, and explore ways in which this might be altered to make riding as effortless as possible.

We've run sessions targeted at two distinct audiences: the 'willing but wobbly', for people who want to improve balance and confidence, and the 'experienced and aching' for those who have perhaps developed some unhelpful habits around riding.

Our starting point is that when cycling, the bike is an extension of ourselves. As our arms and legs extend the torso, so the movements of cranks, sprockets, chain and wheels extend from our bodies into cyclical movement, with handlebars and brakes to allow for stopping and turning. So bodies need to fit bikes and bikes bodies.

The skills of good use, bodywork and balance from the Alexander Technique can illuminate how we relate to our bikes and help to identify possible stress points.

Alfred, the infamous mini-skeleton (pictured), is around to lend his obvious skills. Sitting on his borrowed tricycle, he demonstrates clearly the points of contact between bones and the bike: sit-bones on saddle, feet on pedals and hands resting on handlebars. We play with using these points of contact for support, to keep the length in the back, keeping arms and legs connected. We try out hand contact and hand grip on mock handlebars before going on to experiment with the various types and styles we had assembled for the workshop.

'The workshop was great. Even though I've been cycling for years and have had some Alexander Technique lessons, the workshop was a revelation! From the apparently basic how to sit on a bike to thinking about knees, ankles, hips and a lot more. ... I've always enjoyed cycling but now it's so much more comfortable.' (Niamh Moore)

If you'd like to find out more visit us at our stall at Chorlton Big Green Festival, St Clements Church, Sat 31st March.

sue@alexanderteaching.co.uk,
www.alexanderteaching.co.uk

Zen and the art of cycle campaigning

by Alex Bailey

If you're a bike geek like me, your friends and family are bemused by your vociferous enthusiasm for cycling. So if you'd told me two years ago that I'd be able to blather about cycling all day long for a job, I'd have said, 'I wish.' Little did I know I would have exactly that opportunity as Interim Communications Officer for national cycle campaign group CTC. I worked there for for a year until December 2011 when I returned to Manchester keen to share what I'd learnt about media campaigning. Here are those nuggets of wisdom.

The local press loves slating the council.

The ice that covered the roads last winter generated an unwholesome interest in potholes and, once I'd managed the journey to the office, I spent my days publicising the

Fill That Hole Awards scheme - in which we deployed questionably rigorous methods to find the best pothole-fixing highway authority. Journalists took a perverse interest in those local authorities at the bottom of the league table. Bad news wins every time.

Anything can happen. With the snow melting from the treetops, the Coalition Government announced its plan to sell swathes of English Forestry - and CTC geared up for a battle to protect cycle access for mountain bikers. As rural England boiled with rage, the Government got cold feet and the forests received an early reprieve.

You win when they run out of time. So we turned to Northern Ireland, where an Assembly member was cooking up plans to outlaw non-helmeted cycling which we found a bit rich to stomach. We teamed up with Sustrans to launch a petition but the bill eventually died when the Assembly dissolved for a general election. They stalled, we won.

Often, less is more. Our Autumn campaign opposed the DfT's trial of longer lorries due to the increased threat they pose to cyclists. We garnered 1,000 emails to MPs in one week thanks in part to the awesome reach of Twitter.

Nice people get stuff done. CTC is a good organisation to work for, with a shared purpose among the team and a collegiate ethos where junior staff participate in decision making - and most importantly, they don't roll their eyes when you talk about bikes all day long.

Fact file:

CTC's pothole reporting website is still live at fillthathole.org.uk

Alex Bailey now works freelance, providing publicity solutions to non-profit organisations.

GMCC Social Rides 2012

Thursdays at 6pm, meeting North side of Albert Square on these dates:

March 29, Vale Cottage
April 19, Jackson's Boat
May 24, Fletcher Moss
June 21, Horseshoe
July 19, Anup's Choice
August 23, Heaton Park
September, 20 Park Bridge

Chorlton's Big Green Festival Sat 31st March

Chorlton's Big Green Festival Sat 31st Festival
11.00-5.00
Ceilidh 7.30-11.00,

St Clements Church, Edge Lane, Chorlton
M21 9JF

Going Dutch: new homes, new travel arrangements in the Netherlands (a photo tour)

Monday 16th April 7pm

Just how good is cycling in the Netherlands? Last year Richard Armitage got the chance to find out for himself. 60 professionals involved in new residential developments toured those in England and then went Dutch.

Richard Armitage CMILT, is Chair of the Cycling Forum, Chartered Institute of Logistics & Transport, and a sustainable travel specialist.

Venue: Friends Meeting House, Mount Street, Manchester M2 5NS.

GREATER MANCHESTER CYCLING CAMPAIGN

meets on the second Monday of each month, 7.00pm at the Friends Meeting House, Mount Street, Manchester, close to Manchester Town Hall. The meeting is usually followed by a drink in a nearby pub. Come along and see what it's about or join our social rides, details on www.gmcc.org.uk

JOIN BIKE FRIDAY

Bike Friday starts at locations across Greater Manchester and cyclists converge in the city centre by 8.30am. Whether you're new to cycling, returning to your bike after a break, or cycle every day, join us on our monthly rides.

www.bikefriday.org

7.40am starting points:

- Worsley Rd/Chatsworth Rd junction, opposite Greenleach Lane/Monton Green (7.50AM)/ Hope Hospital (8AM)

8am starting points:

- Stretford Mall (next to Chester Road bus stop)
- Chorlton Library
- Withington Library
- Levenshulme Station
- Prestwich Pizza (Bury New Road /Scholes Lane junction)

SHOPS OFFERING DISCOUNTS TO GMCC MEMBERS

A1 Cycle Spares 0161 998 2882
414-416 Palatine Road, Northenden, M22 4JT

A6 Cycle Warehouse, 0161 248 5400
752-762 Stockport Road, Longsight

Altrincham Bike Shak 0161 929 9355
10 Oakfield Trading Estate, Oakfield Rd

Bennets, 0161 969 1818
172-4 Northenden Road, Sale Moor

Bicycle Doctor 0161 224 1303
68-70 Dickenson Road, Rusholme
www.bicycledoctor.co.uk

Biking Factory Shop, 0161 773 2125
424-426, Bury New Rd Prestwich M25 1BD

Devereux Cycles, 0161 973 5234
45 Green Lane M33 5PN

Eddie McGrath Cycles, 0161 748 2733
31 Station Road, Urmston, Trafford, M41 9JG

Evans Cycles Manchester, 0161 834 6732
201 Deansgate M3 3NW

Harry Hall Cycles, 0161 236 5699
67, The Arches, Whitworth St West M1 5WQ

Keep Pedalling 0161 222 6015
23 Hilton Street M1 1EL

Ken Foster's Cycle Logic, 0161 881 7160
374-6 Barlow Moor Road, Chorlton, M21 8AZ
www.kenfosterscyclelogic.co.uk

Manchester Cycle Exchange, 0161 748 2532
1 Brook Terrace Barton Road Davyhulme, M41 7NG

NW Mountain Bike Centre, 0161 428 3311
249 Stockport Road, Cheadle

Revolve mobile cycle repairs (07939 062 600)
South and Central Manchester

Skidmores Cycles 0161 624 5912
37 Union Street, Oldham

Withington Cycles 0161 445 3492
26 Burton Road, Withington

LOCAL AUTHORITY CONTACTS

GM Authority	Contact	Phone	Email
BOLTON	Aubrey McCreesh	01204 336480	aubrey.mcreesh@bolton.gov.uk
BURY	Nicola Lee	0161 253 5825	n.lee@bury.gov.uk
MANCHESTER	James McInerney	0161 234 3369	j.mcinerney@manchester.gov.uk
OLDHAM	Paul Bruffell	0161 770 4360	paul.bruffell@unitypartnership.com
ROCHDALE	Dave Stewart	01706 924608	dave.stewart@theimpactpartnership.com
SALFORD	Lee Evans	0161 793 3801	lee.evans@salford.gov.uk
STOCKPORT	Don Naylor	0161 474 4593	don.naylor@stockport.gov.uk
TAMESIDE	Michael Hughes	0161 342 3704	michael.hughes@tameside.gov.uk
TRAFFORD	Dominic Smith	0161 912 4312	cycling@trafford.gov.uk
WIGAN	Peter Wickett	01942 404317	p.wickett@wigan.gov.uk